AMENDMENTS TO THE SPECIFICATION:

Please replace the paragraph beginning at Page 1, line 3, with the following rewritten paragraph:

-- The present invention relates to a pull type belt ~~as defined in the preamble of claim 1~~. --

Please replace the paragraph beginning at Page 1, line 19, with the following rewritten paragraph:

-- Another and major drawback of the known V-belt concerns the smallest running diameter that can be attained at a virtually infinite time of operation of the belt. This phenomenon is especially relevant at V-belts for application in variable ratio transmissions. In these applications it is important to have a sufficiently lateral bearing or contacting surface for contacting the sheaves of a pulley, so as to guarantee a proper and smooth shifting and running feature of the belt. However, this requirement increases the radial height of the conventional V-belt and therewith the bending stress in the belt. Bending stress occurs in a high ~~extend~~ extent at the ~~radial~~ radially outer side of a belt. The bending stress also affects the connection between the body and the tensile elements, which connection plays an important role because of a requirement to have a sufficiently large surface area on the tensile elements for bonding, i.e. adhering these to the body material of the belt. --

Please replace the paragraph beginning at Page 1, line 34, with the following rewritten paragraph:

-- A high power solution known in the art of pull belts is provided by EP-A-0 826 901. The design of this belt features transverse elements, having a fixed position relative to a tensile means, denoted load carrier. The carrier consists of two endless parts, placed in laterally extending slots of the elements. The carriers have an elastically deformable body of noticeable height, in which ~~a centred~~ a centered strings [[is]] are incorporated. The tensile means and the manner of incorporation correspond to what is known from conventional V-belts, and have the associated draw back of limited transfer of force per unity of width. The transverse elements have a metal core coated with a synthetic material so as to achieve both a desired amount of axial stiffness and a required amount of friction with sheaves. After the driving force has been transmitted from the sheaves to the transverse elements, the latter carry this force over to the tensile bodies by a different upper and lower profiling therein. Subsequently the force is conducted from the body of the load carrier to the layer of cords in the conventional manner. --

Please replace the paragraph beginning at Page 2, line 13, with the following rewritten paragraphs:

-- Yet another solution is provided by U.S. Pat. No. 4,915,677. The publication discloses a pull belt with one or a plurality of a so-called tension resistant members, embodied by a layer of cables. This known pull belt is preferably provided with metal elements which are opento the radial outer side by a recess. The bottom of the recess is profiled for receiving a plurality of cables disposed in a layer at a level in the upper, i.e. radial outer half of the elements. For improvement of the force distribution, a filler element is present, filling the recess and aiding the bonding between the cables and the elements. The bonding is enhanced by an elastomeric mass joining the transverse elements and the tension resistant member. This design suffers from the drawback of the conventional V-belt, in that the transmittable force is limited by the force transmittable from the elastomeric body to the cables incorporated ~~thereinManufacture~~ therein. Manufacture is also complicated by the requirement of precisely receiving the cables in the relevant recesses between the element and the filler. A disadvantage exists in that the pulley contacting limbs deflect inwardly under high pressure. It was suggested to fill up the recess by a filler plate, preferably to be welded between and against said limbs. This solution complicates the design and raises production costs.

The present invention thus seeks to improve the pull belt type for variable transmissions in a manner that a relatively small smallest running diameter can be attained at application in a transmission, in particular a continuous variable transmission, without undue sacrifice to durability of the belt, nor to force transmittable by the belt, and without undue complication of design and manufacture. In particular the invention aims to provide a design technically and economically applicable and without undue manufacturing efforts, more in particular in the area of relatively small power transmissions ~~like at~~ as in the conventional rubber V-belt designs. --

Please replace the paragraph beginning at Page 3, line 3, with the following rewritten paragraph:

-- According to the invention, such is attained by the ~~characterising portion of claim 1. The~~ ultimately thin tensile element as featured in the design according to the invention effects a very low bending stress in the tensile element, thus enables a relatively long life time, or very small smallest running diameter at equal life time. This feature is made possible by extending the tensile element over a broadest possible width, i.e. possibly as broad as the belt or any element incorporated therein, however without contacting the sheaves of the pulley. In practice good results may be achieved with the width being from 0.5 up to 1 times the width of the belt or, if transverse elements

are incorporated in the belt, from 0.5 to 0.9 times the width of the element at the effective running diameter of the belt. The tensile element is according to the invention preferably located central to the radial height of the belt. By this measure, the tensile stress within the tensile means is reduced to a minimum, specifically since it is combined with the feature of being a thin bladed means, i.e. having radial thickness of minimal amount. --

Please replace the paragraph beginning at Page 3, line 28, with the following rewritten paragraph:

-- In the current belt, transverse elements ~~that~~ are stiff enough to prevent deformation of the belt between the pulleys, reducing internal friction losses and forming a beam to resist the required clamping force of the pulley sheaves. These elements may favourably relatively easily be provided with a relatively high resistance to wear. The belt further includes spacing means of an elastic material with ~~negligibly modules~~ negligible modulii of elasticity to eliminate bending stresses in the belt and with a good bonding performance with the radial surface of e.g. a metal strap like tensile means. Thus a good transport of driving force from the tensile element to the transverse elements or vice versa is made possible. The spacing means is in this arrangement compression loaded by the force transfer between tensile element and transverse element and vice

versa, preventing ~~peel~~ peeling of the bonding layer between spacing means and tensile element. --

Please replace the paragraph beginning at Page 4, line 5, with the following rewritten paragraph:

-- The invention will now be elucidated further according to ~~a drawing~~ the drawings in which: --

Please replace the paragraph beginning at Page 4, line 24, with the following rewritten paragraph:

-- In FIG. 1, three conventional rubber belt types are represented, a first one suited for transmissions having a fixed transmission ~~ration. A~~ ratio, a second one typically adapted for variable ratio transmissions, and a third one typically adapted for uses with small running diameters, however, only suitable for a fixed ratio transmission. --

Please replace the paragraph beginning at Page 5, line 3, with the following rewritten paragraph:

-- The belt according to FIG. 1 B is modified in that [[no]] nothing surrounding [[is]] the outer body is provided, in that the body is of a stiffer rubber type and is at the radial inner side provided with transverse grooves, commonly distributed at even distances of between 0.8 and 1.5 cm. At the radial outer face, a reinforced layer of relatively stiff material 6 is

provided, supporting the stiffness of the belt in axial direction, thereby enhancing the efficiency of the belt. --

Please replace the paragraph beginning at Page 5, line 9, with the following rewritten paragraph:

-- The belt according to FIG. 1C is provided with V-shaped grooves 8 extending in longitudinal direction, thereby increasing, i.e. regaining contacting area with correspondingly grooved fixed ratio pulleys of [[a]] small running diameters. No outer support layer 6 is required since the belt is not loaded with axial thrust originating from sheaves of a pulley. --

Please replace the paragraph beginning at Page 5, line 14, with the following rewritten paragraph:

-- The invention shows a separation in function of a transverse clamping means 13 and a tensile loadable body 11, ~~in casu~~ embodied by a flat strip of a tensile loadable material, preferably spring type steel or a synthetic tape of a synthetic uni directional (UD-) material. A transverse element 13 is mechanically coupled to the tensile body 11. The transverse element may be composed of metal but is preferably entirely composed of a synthetic material. --

Please replace the paragraph beginning at Page 6, line 19, with the following rewritten paragraph:

-- In the embodiment according to ~~FIGS.~~ FIG. 2 advantage is taken of the circumstance that in accordance with the invention it ~~is relied~~ relies on the shear force feature of the elastically deformable material of the intermediate body 12, rather than on the tensile force coefficient of this material, implying that a relatively high tensile force can be carried over in the tensile means 11. --

Please replace the paragraph beginning at Page 7, line 19, with the following rewritten paragraph:

-- Preferably the central opening 15 in the transverse element 13 shows a rounding 17 or a chamfer 17 of the edges as seen in radial and--belt wise--longitudinal cross section. In this manner ~~both~~ the tacking of the elements 13 over the strip 11 is enhanced by the presence [[op]] of a funnel like entry of the opening 18. Also, the contact between the element 13 and the elastic material 12 is optimised. Further it is realised that any damaging contact between element 13 and tensile strip 11, likely to be caused by a high surface pressure due to sharp edges at the element 13 is minimised. The latter shape of the element slot 15 according to the invention, at driving activation of a transverse element 13 by the sheaves of a pulley, urges the element 13 on to the intermediate material 12. By the chamfer 17 or ~~otherwise~~ other

manner of rounding, a funnel-like opening 18 is created at the central opening 15 of the element. The elastic material between two transverse elements 13, by the funnel shape 18, tends to become gradually compressed towards the surface of the tensile strip 11 under the influence of any longitudinal driving force of a transverse element 13, thus causing the internal friction capacity of the elastic material 12 and the friction with the strip surface to be increased, optimising the transfer of driving power from the transverse element 13 to the tensile strip. --

Please replace the paragraph beginning at Page 8, line 1, with the following rewritten paragraph:

-- FIG. 4 shows an example of such above described funnelled openings 18, ~~in casu~~ with a rounded opening. Due to subsequent injection of the intermediate material 12, the latter adopts the shape created in the opening 18 of the element 13. --

Please replace the paragraph beginning at Page 8, line 8, with the following rewritten paragraph:

-- FIG. 5 shows a further advantage of the present invention, which is most favourably used when the current belt 10 is applied as a replacement belt for a conventional rubber belt, i.e. in a variator of otherwise conventional dimension. Since the tensile means 11 is located radially centred, the driving force of the transmission is effectively located at radial lower point of

up to 5 mm. This phenomenon is of a relative high significance at the smallest diameter, compared to the situation at the other driving wheel where the largest running diameter occurs at such instance. Thus in the initial stage of transmission, an improved so called launch performance, e.g. [[at]] for scooters is achieved. --

Please delete the paragraph beginning on Page 9, line 33.